

**DRAFT STAC Meeting Minutes  
September 14, 2012**

**Location:** CDOT Headquarters Auditorium  
**Date/Time:** September 14, 2012 9:00 a.m. – 11:30 a.m.  
**Chairman:** Vince Rogalski  
**Attendance:** Sign-in sheets were distributed to note attendance at the meeting.

<b>Agenda Items/Presenters/Affiliations</b>	<b>Presentation Highlights</b>	<b>Actions</b>
Introductions/August Minutes/Vince Rogalski/STAC Chair	<ul style="list-style-type: none"> <li>Minutes approved.</li> </ul>	<b>Action-</b> Approve minutes.
Transportation Commission (TC) Report/Vince Rogalski/STAC Chair	<ul style="list-style-type: none"> <li>At last month's meeting in Durango, discussion focused on the \$26 M rolled forward to FY '13, and the Commission discussed Accelerated Program Delivery. Tim Harris presented a memo, in which he recommended advancing \$86 M: \$ 33 M for the Interstate System, \$51 M for the NHS, and \$50 M to non-NHS. Tim noted that MAP-21 changed some programs. How CDOT will address these changes is still to be determined. The Commission has created two new subcommittees, and is now trying to fit more meetings into its two-day timeframe. The Commission is also considering adding a person to represent aerospace.</li> </ul>	No action taken.
Federal and State Legislative Update/Herman Stockinger/Office of Policy & Government Relations	<ul style="list-style-type: none"> <li>The Transportation Legislative Review Committee (TLRC) will consider 11 different bills for introduction next year, including one proposing that a percentage of sales tax above a certain limit to transportation. Representative Vaad is proposing to increase the Transportation Commission by two members, to represent statewide interests, as he feels the Commission has lost its statewide focus.</li> <li>Diane Mitsch Bush asked if there was any word on the timing for MAP-21 guidance from FHWA. Sandi Kohrs responded that it looks like FHWA will need eighteen months before it can provide guidance. She is a member of an AASHTO committee working on this effort, and noted that different concerns are coming from different areas of the country. "It would be great to have guidance sooner, but FHWA is asking for states' questions before they issue the guidance, which is also great". Bill Haas added that timing depends on the program: new programs will take longer, as they require rulemaking. Those working on this must keep returning to</li> </ul>	No action taken.

	<p>Congress to determine intent. New guidance must go through FHWA's legal counsel and some through USDOT. Hopefully, this will soon become routine. Guidance for existing programs should be available sooner. A website will be set up to start conversation on the performance management concept, which is the first step leading to regulation development.</p>	
<p>CDOT Ambassador Program/Herman Stockinger/Office of Policy &amp; Government Relations</p>	<ul style="list-style-type: none"> <li>• An External Communications Plan for CDOT is now being finalized. One of the elements is to have CDOT get out around the state more, providing the public a better idea on how CDOT gets money, where money goes, efficiencies, and funding gaps, all around the message, "Transportation Matters". He introduced the new Communication Guide, distributed to STAC members, and noted that several communities have already signed up for presentations on the subject. The TBD Colorado process identified the following key focus areas: <ul style="list-style-type: none"> <li>○ Rural Safety</li> <li>○ Congestion</li> <li>○ System Reliability</li> <li>○ Maintaining What We Have</li> <li>○</li> </ul> </li> <li>• We need to start looking at ways to increase funding for transportation. CDOT is currently reviewing several possible strategies, such as creation of regional tax districts, or a policy on managed lanes on urban congested corridors, a Commission requirement to ensure we've looked at managed lanes if we're talking about a congested corridor, etc. Diane asked what happens to rural Colorado once the vast majority of urban centers are within regional tax districts. Herman responded that this is a concern. Diane stated that CDOT should start with a statewide initiative, and, if that fails, attempt regional initiatives. Herman noted that CDOT hopes its Ambassadors, talking with both large and small groups, can help make this happen.</li> </ul>	<p>No action taken.</p>
<p>Statewide LRP Update/Michelle Scheuerman/Division of Transportation Development (DTD)</p>	<ul style="list-style-type: none"> <li>• CDM Smith was selected as the Consultant for this effort. CDOT wants to ensure the direction of the plan matches MAP-21, especially the new requirements for Performance-based Planning. The state Transportation Planning Rules are updated prior to development of each new State Transportation Plan. In June, the Planning Principles were brought to STAC for review and comment. In November, the second half of the Planning</li> </ul>	<p>No action taken.</p>

	<p>Principles, - incorporating Performance Planning – will be brought to STAC, as well. The Consultant will begin contacting the TPRs in the spring of 2013. Vince underscored to STAC members that Plan development will impact their lives for the next several years.</p>	
<p>Additional FY 13 Funds/Tim Harris/Chief Engineer</p>	<ul style="list-style-type: none"> <li>• At its meeting in Durango, the Commission discussed additional funds made available from additional federal funds, project closeouts, etc. In a memo, Tim identified a staff recommendation for use of the \$ 67 M, along with a list of additional projects, (memo included in STAC packet), but is open to other options. Referring to a FASTER project on the list, Wayne Williams asked whether it might be completed in smaller sections. Tim responded that the project cost was \$ 36 M, and Region 4 is asking for just \$30 M. Myron Hora, Region 4 Planning and Environmental Manager, added that Region 4 is using its Surface Treatment funds and advancing FASTER funds in order to complete this project. Wayne then enquired as to the scope and need for the various projects. Steve Rudy requested staff complete an “MOU check”, saying, “Two of us have MOUs that speak to situations like this.” Tony DiVito, CDOT Region 1 RTD, reminded that his staff regularly meets with DRCOG to make sure its MOU with CDOT is being honored, adding, “It’s our responsibility to not put forth anything that would violate that agreement.” Steve reiterated that the results of such a check should be provided to the Commission.</li> <li>• Vince asked the status of projects identified for TIGER funding. Wayne said one of the other checks should address how the proposed project helps advance the 7th Pot commitment, noting the I-25 Cimarron interchange is so critical that PPACG is using its own money to move the project forward. Gary Beedy emphasized I-76 needs to stay on the list, adding it is of statewide significance to keep this roadway in good condition, and yet one section is 50 years old. Gary asked how the I-70 fiberoptic project would be a benefit. Tim responded the project is part of CDOT’s Operations Improvement, and Active Traffic Management efforts, benefitting the system all the way into Denver. Thad Noll added that this project also supports better emergency response. Peter Runyon echoed, “The fiber optic project was not one of Intermountain TPR’s priorities, but, as a region, we really understand the value of it”.</li> <li>• Tom Wrona advised that the TIGER projects were on the list of additional projects. Wayne questioned, with a cost of \$10.9 M to advance the TIGER projects, and the need for I-76 pavement reconstruction, whether some of</li> </ul>	<p>Motion Approved-Support staff recommendation on use of additional FY 13 funds.</p>

	<p>the \$86 M advanced from Surface Transportation could be used. Tim responded that the decision on the advancement of surface treatment funds has already been made by the Commission, and no money was allocated off-the-top for other projects.</p> <ul style="list-style-type: none"> <li>• Gary moved to recommend the staff recommendation, as proposed by Tim. Wayne seconded, and requested CDOT look for a way to fund TIGER projects, asking if there is a “shelf life” for those projects. STAC will recommend Tim’s list as presented, but encourage the Commission to look for other funding opportunities for the TIGER projects. Peter reminded STAC that it recommended different TIGER applications than those the Commission approved, noting the need to stick with projects identified by the engineers. Rob MacDonald noted the need to remind the Commission about the 7th Pot. Wayne reiterated, “Steve’s point is that the MOUs need to be looked at and discussed at the time the decision is made, not that we’re going to meet all agreed-up percentages every time”. The motion to support the staff recommendation for the use of the \$67 m in additional funds and to conduct an MOU check passed unanimously.</li> </ul>	
<p>MAP-21 and FY 13 Budget/Ben Stein/Office of Financial Management and Budget (OFMB)</p>	<ul style="list-style-type: none"> <li>• The Commission passed the FY ‘13 budget when SAFETEA-LU was still in effect. Now, for MAP-21, the Commission’s direction is, to the extent possible, hold harmless the FY ‘13 budget. CDOT is currently assuming that it will receive a 90% obligation limit when MAP-21 goes into effect. We currently have \$ 6.7 M more in the Highway Safety Program than we expected.</li> <li>• If the obligation limit is not 90%, what process will we use to fill programs? One option is to simply take a percentage of other programs and apply it to the programs that were underfunded with the budget shortfall. Staff recommendation is that SPR be made whole. Diane pointed out that Transportation Alternatives funding is critical for local governments. Programs left to fund are Transportation Alternatives, STP-Metro, and CMAQ. Wayne put forward that, since STP-M funds are the most flexible, and CMAQ funds are restrictive, CDOT should start with funding the most flexible, and let other things be filled in by what is more important to the MPOs. Thad observed that this approach benefits the MPOs at the expense of the TPRs. Wayne then suggested using the Commission Contingency, assuming the funds were just sitting and collecting little interest. Ben responded that, although CDOT uses \$ 11-\$ 12 M in a typical year, it will be going through Contingency funds rapidly this year, due to the fires that</li> </ul>	<p>Motion approved- Support staff recommendation on MAP-21 and FY 13 Budget.</p>

	<p>have occurred, and is already getting requests for its use.</p> <ul style="list-style-type: none"> <li>Barbara Kirkmeyer reminded STAC members that, although they might not like it, the Commission makes the decision. Everything is important. This recommendation is the fairest way to go. She made a motion to accept the staff recommendation. Ben reiterated that if CDOT does receive the higher obligation limit, it will move to make the funds whole. Wayne seconded. The motion passed unanimously.</li> </ul>	
Federal-Aid Essentials for Local Public Agencies/Sandi Kohrs/DTD	<ul style="list-style-type: none"> <li>Sandi showed the group FHWA's new flyer by this name, which members had received a copy. She noted the document contained lots of material that is very helpful, including requirements for working with federal funds. She encouraged members to share this information at their TPR and MPO meetings. Sandi added that last month's presentation on OTIS is now available externally.</li> </ul>	No action taken.
Rail Communications Handbook/Jason Wallis/DTD	<ul style="list-style-type: none"> <li>This document is primarily for persons who do not deal with railroads on a regular basis, including city planners, public works staff, etc. Providing direction, it includes railroad history, relevant regulatory agencies, Colorado statues that have an impact on railroads, and a flowchart for any activities with CDOT involvement. Any point can be modified to meet the needs of the situation. Local agencies may have different procedures. Railroad contact information is not in this document, but will be available on CDOT's website. This is a living document and will be updated periodically. For more information, contact Jason Wallis at CDOT.</li> </ul>	No action taken.
Review of Principal Arterials for Inclusion in the NHS/William Johnson/DTD	<ul style="list-style-type: none"> <li>MAP-21 removed the mileage limitation on the NHS, and called for the inclusion of principal arterials on the NHS. CDOT received a memo from FHWA, stating any changes to principal arterials must be submitted to FHWA by September 20th. There are pros and cons to being on the NHS. NHS roadways must be built to a higher standard. There is no additional funding under MAP-21, but there will be performance metrics, which require performance reporting. Our recommendation on primary arterials considers a high AADT (10,000) and four through-lanes. If you are interested in making changes to the principal arterials in your area, please contact William Johnson by Monday. We want to reiterate that this will go through as a conditional approval.</li> </ul>	No action taken.

<p>Transit and Rail Advisory Committee (TRAC) Update/Mark Imhoff/Division of Transit and Rail (DTR)</p>	<ul style="list-style-type: none"> <li>• Mark introduced FTA's new Region 8 Administrator, Linda Gehrke, and noted that the Colorado Association of Transit Agencies (CASTA) held its annual meeting last week. Vince Rogalski and Sandi presented on how the Statewide Long Range Plan and the Transit Plans will come together. Much of the discussion revolved around MAP-21. The Request for Statements of Interest (RFSOI) has gone out for the Advanced Guideway Feasibility Study (AGS). Responses are due October 10th. TRAC will meet this afternoon and discuss its Work Plan for next year.</li> <li>• Tom Mauser told STAC MAP-21 brought many changes that will be affect transit operators. FTA capital funds and state FASTER funds are being combined as one program. Two programs were eliminated: JARC (5316) and New Freedom (5317). The funding is still available, but activities eligible under those programs are now moved under other programs. FTA funding stayed stable; however, formulations have changed. For example, DTR will continue to administer the 5310 (Elderly &amp; Disabled) grants for rural and small urbanized areas, but the large urbanized areas will now administer 5310 grants for themselves. Three years ago, all funds for the 5309 - Bus and Bus Facilities Program went through CASTA. Since then, this changed, and recipients were required to apply through CDOT. Now, funding will be by formula, based on population. Every state will receive the same amount of rural funding, \$ 1.25 M, which is less than what we received working with CASTA.</li> <li>• Regarding the 5311 (Public Transportation for Rural Areas), Colorado received an increase, and will be targeting capital improvements. The 5309 program will now target larger buses. DTR is streamlining and consolidating some applications for transit capital. If applicants would like to use FASTER funds to match a federal grant, that is acceptable, as well. Tom replied that DTR will grandfather in the New Freedom and JARC projects that we have been funding. Linda Gehrke added that information on the new rules for these programs is posted on FTA's website. FTA is emphasizing State of Good Repair, so it will be difficult to do expansion. It's important that you keep your information updated on the National Transit Database.</li> </ul>	<p>No action taken.</p>
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Other Business	• None	No action taken.
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